

OPERATIONS RECORD BOOK

Page No. ONEof (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	1.12.43		Fourteen aircraft were detailed for operations, but all was scrubbed at 20.30 hours. Group Captain D.M. Edwards, A.F.C. (O.126) relinquished command of R.C.A.F. Station, Linton-on-Ouse, Yorkshire, to-day on being appointed to command of R.C.A.F. Station, Croft, Yorkshire.		
LINTON-ON-OWSE	2.12.43		The Squadron was called for to carry out bombing operations, and fifteen aircraft were detailed to drop their "bombs" over BIELEFELD, Germany. Out of the fifteen detailed, one aircraft was scrubbed owing to technical failures. The remaining fourteen took-off on scheduled time. One aircraft had to abandon the mission early due to the rear turret going w/s. All crews who completed their mission, reported that the attack was fairly successful. On return from this operation, 11 aircraft were diverted to R.C.A.F. Station, Honeybourne; one to R.C.A.F. Station, Topcliffe, and the other to R.C.A.F. Station, Eastmoor. Group Captain W.A. Jones (O.135) arrived to-day to take command of R.C.A.F. Station, Linton-on-Ouse, Yorks. vice Group Captain D.M. Edwards, A.F.C.		A.2055 - A.2058
LINTON-ON-OWSE	3.12.43		Days of panic. The Squadron again called to carry out bombing operations, but owing to the majority of the aircraft being at the diversion bases, only five aircraft were serviceable to carry out this detail. An attempt was made to have the diverted aircraft return to R.C.A.F. Station, Topcliffe, where arrangements were being made due to have the briefing, bombing up and refueling procedure carried out there. Owing to diff weather in the south, these arrangements could not be carried out. However, five aircraft took-off from this base to carry out bombing operations over LIEPZIG, Germany. One aircraft returned early due to engine failure. The remaining four aircraft reached their objective, and all report that the mission was not in vain.		A.2048 - A.2053
LINTON-ON-OWSE	4.12.43		The weather was apparently unfit for operations, as the Squadron was stood down to-day. Fair to extensive flying training was carried out in the afternoon consisting of fighter drill, i.e., bombing, S.S.A., air-to-air and air-to-sea firing and "GWS" bombing. No night flying carried out at night owing to alight ground base.		
LINTON-ON-OWSE	5.12.43		Owing to diff weather, the Squadron was stood down from operations to-day. Weather conditions also interrupted flying training as only one G.W. practice and local flying was carried out throughout the day. Lectures to various aircrew personnel completed the programme for the days training. Total number of hours spent of both flying and ground training throughout the week totaled 125.45 hours. A meeting of the Station F.S.I. Committee was held in the Station Commander's Office and the following, in brief, were the points dealt with as reported by the Squadron representative. (1) Christmas Day Airman's Dinner arranged, to include the purchase by the F.S.E. of beer, soft drinks and cider in ample quantities. The meal will take place at twelve thirty hours. Officers only will serve, it being felt that Station H.C.O.'s being too numerous to assist comfortably. Breakfast will be an hour later than usual, and will be served up till 0900 hours. (2) Funds were voted to give the Station Messing Staff (including Sgt's. and Officer's mess) a party in appreciation of Christmas day work and activity. (3) The Manager of the Station Hockey Team gave a report on the team and it's expenditures to date and mentioned the fact that the team itself was raising funds to supplement the £150 voted it by F.S.I. at last month's meeting.		

Continued overleaf.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	5.12.43		(4) Funds were voted to purchase a tractor for the agricultural work on the station. The Squadron Leader Administrative stating that the £150 being thus spent was to be regarded as more or less on an investment for the purchase price could be realized again at any time if the occasion did arise.		
LINTON-ON-OUSE	6.12.43		<p>The Squadron was again stood down from operations owing to more unfavourable weather. Ground training for the day consisted of lectures on Aerial Lifeboat and Navigation. The usual Daily Inspections and Examination of guns was carried out by the air gunners. A very quiet day with very little to report.</p> <p>At 10 P.M. meeting to-day which was presided over by the Education Officer and attended by the Station Commander and representatives of all Station Units, the following programme of Christmas activities was arranged.</p> <ol style="list-style-type: none"> (1) December 22nd.... Station Concert Party.... Christmas Show (2) December 24th.... Y.M.C.A. Informal Dance and Party including a Sing Song in the new quarters of the "R" which opens officially tomorrow evening at 1900 hours. (3) December 25th.... Christmas Dinner and it is hoped to have an orchestra in attendance. (4) Station Dance in the Mess Hall. The upstairs to be used for refreshments and the downstairs for dancing. To relieve the woman shortage upwards to a hundred A.T.S. girls from York are to be invited to attend. (5) The Station Cinema will be giving an afternoon performance on Christmas day as well as two evening shows. (6) December 30th.... The W.A.A.F.'s will be holding another dance (Invitations only). <p>The Squadron was again stood down from bombing operations to day. Local flying and air tests was carried out in the morning. The bomb aimers received two hours navigational instructions in the morning. Shoot shooting and daily inspections were carried out by the air gunners.</p> <p>At 1930 hours the Canadian Y.M.C.A. Recreation Centre was officially opened by the Station Commander Group-Captain W.A. Jones who was accompanied by Squadron representatives and members of his staff.</p> <p>There were over four hundred airmen and WAAF's on hand to listen to the inspiring words of the Station Commander, who spoke of the work of the Y.M.C.A. and the part this new lounge would play in the social life of the station.</p> <p>Following the speeches, a programme of music was played by the Base Orchestra, which although brief, was much appreciated. The officers on hand for the opening, after a tour of the well appointed premises, remained to mix and chat with the airmen and airmen present.</p> <p>The lounge is well equipped with writing desks and every afternoon and evening the facilities are taxed to their limit as the quiet and restful atmosphere of the place is taken advantage of. Magazines and periodicals as well as newspapers from all parts of Canada and English dailies, fill the racks; ping-pong tables in a little area are always in use; there are always tables of contract bridge being played; small billiard tables are a popular attraction and the large fireplace is always a favorite haunt of airmen and WAAF couples. In the ante-room, Pepsi-Colas are on sale each evening.</p> <p>The new lounge is filling a great need for it enables many friends on the station to meet in comfort on the station without having to go to the village or town for other noisier attractions.</p>		
LINTON-ON-OUSE	7.12.43				

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LINTON-CH-OUSE. No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET	References to Appendices
LINTON-CH-OUSE	8.12.43		The Squadron was not called to carry out operations to-day owing to diff weather and low ceiling. Night cross country was called for, but same was scrubbed later in the day. Flying training for the day consisted of local flying, S.H.A. air tests, and air-to-sea firing. The usual daily inspections and run ups were carried out.		
LINTON-CH-OUSE	9.12.43		Weather conditions again kept the squadron from carrying out bombing operations over enemy territory. Flying training for the day consisted of air-to-air firing, bombing practice, fighter affiliation, also air-to-sea firing and S.H.A. Night cross-country details were also carried out. Navigators and Bomb Aimers carried out on "Link" and "GEE". Very little ground training carried out to-day owing to intensive flying.		
LINTON-CH-OUSE	10.12.43		The Squadron was called to carry out a Command "Bulldoze" exercise. Seven aircraft were prepared and all were off on time. Local flying and air tests, also harmonization were carried out during the day. Nothing more to add.		
LINTON-CH-OUSE	11.12.43		Three aircraft were detailed for bombing operations, but same was scrubbed at 0100 hours. During the day one aircraft was detailed to carry out a ferry trip. Local flying, G.H. training, and bombing practice completed the day's flying training. Standard programme for the day. Two aircraft were detailed to carry out night cross country, but it was later scrubbed. The usual daily inspections and harmonization of guns was carried out by the air gunners. The navigators and bomb aimers were given more instructions on Link and "GEE". Local W/T flying was carried out by the Wireless Operators. Very little activities on the Squadron to-day apart from the above training.		
LINTON-CH-OUSE	12.12.43		Squadron again stood down from bombing operations to-day. Training for the day consisted of G.H. bombing, local flying, fighter affiliation, W/T flying training and one night cross-country. The total number of hours spent at both flying and ground training for the week ending this day totaled 14.575 hours.		
LINTON-CH-OUSE	13.12.43		The Squadron was again held down from operations. The training programme for the day consisted of G.H. Bombing, G.H. Practice, Fighter affiliation and W/T flying training. Lectures were given to the Bomb Aimers on MK XIV Bomb sights. The usual Daily Inspections were carried out by both Air Gunners and Wireless Operators. Another dull day with very little to report.		
LINTON-CH-OUSE	14.12.43		No bombing operations called for to-day, so local flying, G.H. Bombing, air-to-sea and air-to-air firing was carried out during the course of the day. Usual Daily Inspections were carried out by the Air Gunners and Wireless Operators. Harmonization of Guns was also carried out by the A.G.s. No further activities of any importance.		
LINTON-CH-OUSE	15.12.43		Another dull day as the Squadron was again stood down from operations owing to more unfavourable weather conditions. No flying training was carried out to-day. All aircrew personnel attended Intelligence lectures in the morning and afternoon.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-OUSE	16.12.43		<p>At last the Squadron was called on to carry out Bombing Operations. Seventeen aircraft were detailed and all were off on scheduled time. Sixteen aircraft were successful in reaching the primary target BOMBEN, Germany. All crew report that the attack was a good one. One aircraft failed to return from this operation. A second aircraft crashed into a mountain near BOMBEN, Yorkshire, owing to poor visibility and low ceiling. In this crash four members of the crew were instantly killed; two seriously injured and the third slightly injured. The pilot of the aircraft Flying Officer R.S. Clark died of internal injuries a few days later.</p> <p>Listed hereunder are the names of crew who are reported missing also the names of the crew who crashlanded. Their Operational Trips and Hours are also listed after their names.</p> <p>OPERATIONAL TRIPS AND HOURS</p> <p>CAN. J.15405 P/O William John MANTLAND, D.F.M. (Pilot) 25 135.45</p> <p>CAN. R126367 P/S SAUNDERS, Joseph Evans (Nav.) N I L</p> <p>RAF. 1367800 SGT ROBERTSON, John James (B.A.) 2 12.55</p> <p>CAN. J.22062 P/O Ted Charles GIERULSKI (WOP/AG) 2 11.40</p> <p>CAN. R167515 P/S BENDER, Claude Andrew (A.G.) N I L</p> <p>CAN. R142882 P/S PHILLIPS, Ronald (A.G.) 4 28.33</p> <p>RAF. 549483 SGT MAHER, Michael (P/NG) 1 7.55</p> <p>(+) Denotes 2nd Tour of Operations.</p> <p>+CAN. J.20183 P/O Russel Stanley CLARK (Pilot) 8 56.00</p> <p>+RAF. 1459666 SGT DEE, Timothy (Nav.) 6 42.52</p> <p>+CAN. J.22610 P/O Michael Edmund HARTOWSKI (B.A.) 7 48.24</p> <p>+RAF. 1358678 SGT MERRIN, Leslie Arthur (WOP/AG) 6 42.59</p> <p>+CAN. R165585 P/S YEO, Lloyd John (A.G.) 7 48.03</p> <p>+CAN. R.90901 P/S BOLLE, Joseph Omar (A.G.) 7 48.03</p> <p>+RAF. 1606542 SGT WOOD, Kenneth Roy (P/NG) 7 49.56</p> <p>(*) Denotes: Killed. (*) Critically injured. (*) Slightly injured. (*) Critically injured but later died of internal injuries.</p>		A.2054 - A.2070
LINTON-CH-OUSE	17.12.43		<p>The Squadron was called for to carry out bombing operations to-day, owing to diff weather. Six aircraft returned to base from their diversion bases after last night's operation. Very little going to-day as weather was unfit to carry out flying training.</p>		
LINTON-CH-OUSE	18.12.43		<p>More unfit weather for flying, so once again the Squadron was stood down from operations. An attempt was made to have the six aircraft brought back from the diversion bases, it was hopeless owing to the weather.</p> <p>The Squadron Navigation Section has now moved into a new Nissen hut. The hut will entertain the Navigation Section and Squadron Briefing Room as well as crew rooms. It is expected that the Briefing Room will be completed for use by the first of the New Year.</p> <p>Training programme for the day consisted of "Shadowgraphing", Shotgun training, Link and Lectures on Air Sea Rescue. Gunners and Bomb Aimers were informed of the new D.I. system which comes into effect tomorrow.</p>		

OPERATIONS RECORD BOOK

Page No. FIVEof (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	19.12.43		The Squadron was again stood down from operations. The six aircraft which were diverted to other bases on the night of 16th instant, returned to the Squadron to-day. Flying training for the day consisted of air-to-sea and air-to-air firing, bombing and S.B.A. Two aircraft were detailed to carry out night bombing and S.B.A. practice. No ground training carried out to-day owing to intensive flying training.		
LINTON-ON-OWSE	20.12.43		Good show! The Squadron was called on to carry out bombing operations. Fifteen aircraft were detailed and all were off on scheduled time. Fifteen aircraft were successful in completing the mission and all report that the attack was fairly well concentrated. Two aircraft failed to return from this operation. Hereunder is listed the names of the crews who are reported missing together with their Operational Trips and Hours.		A.2071 - A.2085
			<p>Operational Trips and Hours</p> <p>CAN. J.18863 P/O Kenneth Lloyd BRAGER (Pilot) 12 85.56</p> <p>RAF. 6.886031 1ST/Lt Nelson STILLER (Nav.) 10 71.22</p> <p>CAN. J.19167 P/O Thomas Donald COCHRANE (S.B.A.) 10 69.13</p> <p>RAF. 1092493 SGT KENT, Edwin (WOP/ALT) 11 76.58</p> <p>CAN. R180964 P/O McQUESTEN, Leslie Arthur (A.C.) 11 76.58</p> <p>CAN. R113382 W/O Max Albert MCGURDY (A.C.) 17 110.20</p> <p>RAF. 1624936 SGT SMITH, Bernard (P/MSG) 11 76.58</p> <p>RAF. 133648 P/O Leslie Carlyle MORRIS (Pilot) 11 68.12</p> <p>RAF. 159087 P/O Allan French WRIGHT (Nav.) 10 63.12</p> <p>CAN. R130948 P/O MacARTHUR, Clayton Douglas (S.B.A.) 10 65.12</p> <p>RAF. 159001 P/O Alexander George KERRILL (WOP/ALT) 10 65.12</p> <p>RAF. 1194585 SGT BRADY, Roy William (A.C.) 10 65.12</p> <p>CAN. R188012 P/O SALKIN, Edward Alexander (A.C.) 10 65.12</p> <p>RAF. 1807833 SGT HENNING, Thomas James (P/MSG) 10 65.12</p>		
			For the past week ending yesterday the 19th December, the total number of hours spent on flying and ground training was 104.30 hours.		
LINTON-ON-OWSE	21.12.43		Owing to more unfavourable weather, the Squadron was stood down from bombing operations to-day. The Squadron was also stood down from flying training during the day. Lectures were given to all pilots in the afternoon. The remainder of the aircrew personnel were given the afternoon off.		
LINTON-ON-OWSE	22.12.43		Presumably due to unfavourable weather over enemy territory, the Squadron was not called for to carry out operations. An intense flying training programme was completed comprising of air-to-air and air-to-sea firing, S.B.A. exercises, local flying, air tests and night bombing and S.B.A. exercises.		
			Word was received at this headquarters to-day that two members of this squadron were killed in a flying accident at 1679 Conversion Unit, Wembleton. This crash occurred during conversion training. Flying Officer T.M. Major (J21608) and 1581900 SGT Forester, K. were the two members killed in the crash. 1154834 SGT Lennerson, J.A. and 1125082 SGT Clapham W.R. were seriously injured, whilst 1101969 SGT Welch, R.T. was slightly injured.		
LINTON-ON-OWSE	23.12.43		Once again the Squadron was called on to carry out bombing operations, and again the Squadron detailed fourteen aircraft for the event. All hopes of carrying out this mission was shattered when word was received not long before the initial take-off that all was scrubbed. No ground or flying training carried out, as most of the day was spent preparing for the detailed operations.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																
LINTON-ON-OUSE	24.12.43		The day before Christmas, and as the saying goes, "not a creature was stirring etc.", it may be said that the same applied to the Squadron regarding activities to-day. We were stood down from Operations, and also flying training owing to more unfavourable weather conditions. Mostly all aircrew personnel were released in the afternoon to prepare for the Yule Tide.																																																		
LINTON-ON-OUSE	25.12.43		Another Christmas has rolled around, and every effort was made to make it as happy a one for all personnel of the Squadron. Some eighty officers paraded to the airman's mess at 1200 hours to serve the airman and airwomen their Christmas dinner. A very pleasing and appetising meal put on comprising of turkey, creamed and baked potatoes, buttered carrots, brussel sprouts, along with the customary Christmas pudding and mince pies. Beer and minerals were also served to complete the meal. It appeared that everyone had a very enjoyable time as well as a good wholesome dinner. At approximately 1000 hours, there was a complete panic on the station, as word came through that the Squadrons were required for operations. However after about one half hour of endeavouring to gather up the air-crew and ground crew personnel, the operation was scrubbed. It may be added that it appeared to have an upsetting effect on the boys, which took considerable time to wear off. During the day, the officers entertained the senior N.C.O.s in the officer's mess.																																																		
LINTON-ON-OUSE	26.12.43		The Squadron is again back to normal after spending an enjoyable Christmas day. The Squadron was again stood down from operations, so the day's programme was completed by flying training consisting of local flying, air-to-air and air-to-sea firing, W.F.F.s training, W/T training and harmonisation of guns by the gunners. Just another day with very little to report.																																																		
LINTON-ON-OUSE	27.12.43		Intensive flying training programme was completed to-day, as the Squadron was not called for to carry out operations. The training programme consisted of bombing practice, local flying, circuits and bumps, G.H. practice, air-to-sea firing, S.H.A. practice, cross country, one acceptance check and three details of night bombing. Apart from the above flying training carried out, lectures on air sea rescue were given. Two complete crew were detailed to attend another lecture in York on Air Sea rescue.																																																		
LINTON-ON-OUSE	28.12.43		Again the Squadron was stood down from operations and again another heavy flying training programme was completed. The day's programme consisted of Air-to-air firing, fighter affiliation, G.H. details, S.H.A. practice, local flying, "GEE" bombings, air tests and one acceptance check which was carried out successfully. W.F. flying training was also on the programme. No ground training was carried out to-day.																																																		
LINTON-ON-OUSE	29.12.43		Once again the Squadron was called on to carry out operations, and fifteen aircraft were detailed to carry out this operation. Out of fifteen aircraft only fourteen took-off on scheduled time. One aircraft was stood down ("Q" for Queue) piloted by P/O E.L. Hansen) after a 425 Squadron aircraft collided with some causing damage to the front turret. Thirteen aircraft were successful in attacking the primary target BERN, Germany, and all crew report that the attack was fairly well concentrated. In this operation one aircraft failed to return. Listed hereunder are the names of the missing crew together with their operational time and hours.		425086 - 425099																																																
			<table border="1"> <thead> <tr> <th></th> <th></th> <th></th> <th>OPERATIONAL</th> <th>TIME</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>CST. J.20216 P/O (A/P/L)</td> <td>Walter Torrance WILSON</td> <td>(Pilot)</td> <td>5</td> <td>15.35</td> <td></td> </tr> <tr> <td>CST. R135730 P/S</td> <td>McCANE, Dennis Albert</td> <td>(Navigator)</td> <td>5</td> <td>37.24</td> <td></td> </tr> <tr> <td>CST. R100441 P/S</td> <td>BARNES, William Edward</td> <td>Bomb Aimer</td> <td>5</td> <td>37.24</td> <td></td> </tr> <tr> <td>RAF. 1098418 SGT</td> <td>LAWSON, Harold</td> <td>W.O.F./AID</td> <td>2</td> <td>17.14</td> <td></td> </tr> <tr> <td>CST. J.17738 P/O</td> <td>Robert Alexander FIDLER</td> <td>Air Gunner</td> <td>16</td> <td>105.49</td> <td></td> </tr> <tr> <td>RAF. 168621 P/O</td> <td>Frank Henry BROWN</td> <td>Air Gunner</td> <td>23</td> <td>02.19</td> <td></td> </tr> <tr> <td>RAF. 1292205 SGT</td> <td>FRANK, Bert Henry</td> <td>(Flight Engineer)</td> <td>5</td> <td>37.24</td> <td></td> </tr> </tbody> </table>				OPERATIONAL	TIME	HOURS	CST. J.20216 P/O (A/P/L)	Walter Torrance WILSON	(Pilot)	5	15.35		CST. R135730 P/S	McCANE, Dennis Albert	(Navigator)	5	37.24		CST. R100441 P/S	BARNES, William Edward	Bomb Aimer	5	37.24		RAF. 1098418 SGT	LAWSON, Harold	W.O.F./AID	2	17.14		CST. J.17738 P/O	Robert Alexander FIDLER	Air Gunner	16	105.49		RAF. 168621 P/O	Frank Henry BROWN	Air Gunner	23	02.19		RAF. 1292205 SGT	FRANK, Bert Henry	(Flight Engineer)	5	37.24			
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OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OWSE	30.12.43		<p>Another stand down from operations, so once again again the Squadron carried out a minimum flying training programme, consisting of local flying, W/S flying training and one night cross country and bombing practice. Four Halifax Mark II aircraft were ferried to R.C.A.F. Station, Thelthorpe to-day. Ground training for the new air gunners and flight engineers was given to-day.</p> <p>Officers are getting in shape for the New Years' eve party which is to be held in the Mess, providing the Squadron is not called on for operations. Further reports will follow.</p>	
LINTON-ON-OWSE	31.12.43		<p>The Squadron was called on to carry out operations, and thirteen aircraft were prepared to carry out this request. At 1900 hours, word was received that the operation was scrubbed. Bags of rejoicing among the officers after receiving the scrubbing notice, since this meant that the planned New Years' Eve party could be carried out without any absentee owing to operations.</p>	
ADDITION TO: No. 1 of the 14th December, 1943. ADD;	14.12.43		<p>To-day has been a rather sad day for many ground crew personnel on the Squadron, as a posting notice was received from Records Office reducing the Squadron strength to the new establishment. The majority of the personnel have been with the Squadron practically since it formed and bemoaned the fact of having to leave 408.</p> <p>.....</p> <p>MOVING IN COMING DURING THIS MONTH - The undermentioned aircrew personnel have been posted to this Squadron during the past month. Units from which posted and effective dates are shown after listed names.</p> <p>221970 SGT Currie, G. (Air Gunner). Posted from No. 1679 Conversion Unit w.e.f. 9.12.43</p> <p>182168 SGT Smith, J.M. (A.G.). 2178853 SGT DeGeron, J.A. (A.G.); 2251899 SGT Curry, L.A. (A.G.); 2128807 SGT Reid, G.A. (A.G.). All posted in from No. 1664 Conversion Unit w.e.f. 22.12.43.</p> <p>619135 SGT Clark, A. (P.E.); 161800 SGT Barton, M.P.E. (P.E.). From No. 1679 Gen. Unit. w.e.f. 21.12.43.</p> <p>532631 SGT Wells, V. (P.E.). Posted from No. 61 R.C.A.F. Base w.e.f. 28.12.43.</p> <p>Flight Lieutenant G.R. McDougall, D.F.C. (J.8812) was posted in from Headquarters No. 6 (RCAP) Group to take over duties as Squadron Navigation Officer w.e.f. 1.12.43.</p> <p>PROMOTIONS AND ADVANCEMENTS - N I L</p> <p>PROMOTIONS - The undermentioned officer was promoted to the rank of Flight Lieutenant, J.18363 Flying Officer, R. Burns.</p> <p>The undermentioned officers were promoted to the rank of Flying Officer</p> <p>J.25587 P/O M.J. McDougall; J.17736 P/O P.C.O'Connor; J.17696 P/O G.L. Wood and J.17738 P/O R.A. Pilleron (Now missing from Operations).</p> <p>APPOINTMENTS - The undermentioned airmen have been appointed to the commission rank of Pilot officer.</p> <p>2117225 P/S Barle, J.A.; 1150123 SGT Sherlock, H.; 656566 P/S Johnston, W.; 1326312 SGT Hoyle, P.H.; 2137268 SGT Ralph, R.H.; 623452 SGT Jones, A.E.; 1699360 SGT Fielding, G. (Missing); 2106673 WSG J.M. Hall; 1153438 SGT Wright, D.L.; 2116396 P/S Cochrane, T.D. (Missing); 2120619 P/S Shepherd, S.G.; 2225026 SGT Hilliard, T.W. (Missing) and 2120652 P/S Keralake, W. (Missing).</p> <p>CHANGE IN COMMAND - N I L</p> <p>ADMINISTRATIVE CHANGES - N I L</p> <p>AIRCRAFT ON CHARGE - Twenty "Hercules" engine Mark II Lancaster aircraft.</p>	

Place

Date

Time

Summary of Events

SECRET.

References
to
Appendices

LINTON-GR-0052

DEATHS - The incidence of illness on the squadron during the month has been low. The average number of aircrew reporting sick daily has been four. Twelve aircrew personnel were admitted to Station hospital. The average number of groundcrew reporting sick daily has been five. Sixteen ground crew were admitted to Station hospital. No cases of V.D.C. or V.D.S.

BOMB AIRCRAFT CLAIMED DURING THE MONTH - N I L

NUMBER OF OPERATIONAL SERVICES CARRIED OUT DURING THE MONTH - Sixty-five.

TOTAL NUMBER OF HOURS SPENT ON OPERATIONAL AND NON OPERATIONAL DUTY:

OPERATIONAL - 417.45 hours

NON OPERATIONAL - 219.35 hours

PERSONNEL ON STATION:-

RANK	OFFICERS (AIRCREW)				TOTAL	TOT. SER.	(GROUND) AIRCREW (AIRCREW)				TOTAL SER.
	RCAP	RAF	RAF	USAAF			RCAP	RAF	RAF	USAAF	
Pilots.....	15	17	1	1	12	18	4	1	-	11	5
Navigators.....	19	1	-	-	12	20	3	-	-	11	5
Air Bombers.....	15	2	-	-	12	28	7	3	-	11	10
Wireless Operators..	5	8	1	-	5	9	2	13	-	18	15
Flight Engineers....	5	1	-	-	5	4	2	20	-	18	22
Air Gunners.....	8	8	-	-	9	10	32	7	-	36	39
TOTAL	63	11	1	1	58	75	50	11	-	105	94

GROUND CREW

Officers.....	1	-	-	-	1	1
Officers.(W.A.)....	-	-	-	-	-	-
Officers.(RAF)....	-	-	-	-	-	-
Airmen.....	221	17	-	-	238	238
Airmen.(W.A.)....	-	-	-	-	-	-
Airmen.(RAF)....	-	11	-	-	11	11
TOTAL	222	28	-	-	250	250

SUMMARY

	RCAP	RAF	Others
Officers (Aircrew)....	63	11	2
Officers (Ground)....	1	-	-
Total	64	11	2
Airmen (Aircrew).....	50	44	-
Airmen (Ground).....	221	20	-
Total	271	64	11
GRAND TOTAL	335	75	11

(Signature)

(D.S. Jacobs)
Wing Commander, Commanding
No. 106 (R.C.A.F.) Squadron